are said to be preparing measures for pushing the sale of their gas amongst private families: low price and pure quality ought, of course, to be the main measures for the realisation of the increased consumption of gas anticipated by the Company.——Several plans have been submitted to the Dover Harbour Board for deepening the harbour and preventing the further encroachment of the sea at the site of the esplanade. The Duke of Wellington presided at the board, and is said to have declared, that during his life he would do all he could to prevent the town from being washed away.——The new committee-rooms, offices, and warehouses on the wharf at Stourbridge, for the Stourbridge Canal Company, are now completed. Mr. Robinson was the architect, and Mr. John Thompson (of Kidderminster) the contractor.——We are glad to hear from our contemporary, the *Sheffield Times*, that there are "sundry unmistakeable symptoms indicative of a revival in the leading branches of the Sheffield trade."——A marble bust of Mr. Rushton, of Liverpool, stipendiary magistrate, has been completed, at the expense of his brother magistrates, and will be placed in St. George's Hall.——An attempt has been made to find a foundation at the Herd, South Shields, for a pier and docks. Nothing but sand, according to the *Gateshead Observer*, has been come to, after reaching a depth of four fathoms.——The winter series of accidents by explosion, arising from the stupid practice of taking lighted candles to *see* where the gas is escaping, has already begun. It is to be hoped that our contemporaries will prevent their frequent recurrence, by pointing out the danger, as well as absurdity, of such a practice, and advising trust in the nose, instead of the eye.——The rock in the Grange quarry, near Edinburgh, is now blasted by voltaic agency. The other day a slice of freestone was detached by the simultaneous discharge of six deposits of powder, without any very loud explosion. The mass was 63 feet long, 31 broad, and 40 deep, and its estimated weight is 5,508 tons.——No less than 20,000 families, or, on an average 100,000 persons, are supplied, it is said, by the Glasgow Water Company without the payment of any rates.——The Glasgow Bridge trustees propose to build a new bridge across the Clyde at Stockwell-street. The footpaths of Hutcheson's bridge are said to want widening.——A new tank is to be constructed near the hospital at Portobello barracks, Dublin, to contain 10,000 gallons of water. The estimate amounts to 220*l.* 13*s.* 8*d.*

RAILWAY JOTTINGS.

Some large wooden sheds erected for engines and carriages at the Scottish Central's station at Perth, gave way and fell, on Tuesday week, while workmen were engaged in taking away the sides, as they were supplied by walls of brick. A plumber was severely injured.——Since we lately alluded to the occurrence of accidents from the extreme want of clear dimensions in the construction of railway bridges, another death has occurred from the like cause. On the Lancashire and Yorkshire line a passenger, by merely putting his head out of the window of a carriage while in transit, had his skull mortally fractured by a cast-iron pillar, supporting a bridge crossing the line on horizontal beams of iron. He died in a few hours. It is but fair to state, however, that a substitute for so dangerous a nuisance was in course of erection; but the inquest jury expressed an opinion that unnecessary delay had occurred in its completion.——Another tube for the Britannia-bridge at Menai, is to be floated to its destination on 3rd inst. A serious accident lately occurred to one of the cylinders. The supports gave way, the cylinder was precipitated to the bottom of the channel, and two men were killed, and others wounded. Next day the cylinder was fished up for further duty. Mr. Fairbairn visited the tubes the other day, along with some German engineers, who are said to be engaged with him in the work of constructing a similar fabric across the Rhine. A wind gauge is reported to have indicated not the least deflection in the placed tubes during a heavy gale of wind lately. Loopholes, or oval windows, 5 inches in diameter, and 12 feet apart, are to be cut out in the outer sides of the tubes, to admit the light and "show the landscape" to passengers as they fly through the tube.——In Chancery, on Saturday week, the case of North-Western Railway Company *v.* Crouch, the carrier, came on. The defendant had claimed against the company for lost parcels and over-charges, and brought an action to recover above 200*l.* Thereon the company filed a bill of discovery, 710 folios in length. The defendant filed an answer, which extended to 3,200 folios, and the company now objected to five passages, as unnecessary. Master Senior allowed one of the exceptions, amounting to about twelve folios, and overruled all the others, with proportionate costs. So that the lawyers are to have the kernel, and the litigants the shells, as was threatened or anticipated.——A farmer was lately fined 1*l.*, with 13*s.* costs, at York Castle, for making use of a return ticket issued to another who had already gone half his distance with it. The fine, however, was ostensibly for having travelled without any ticket at all.——A railway tunnel is to be cut under part of the town of Algiers. What would the *venerable* old Dey have said to such a doing in days of yore?

CORRECT ESTIMATING.

Being of opinion that by exposing in the pages of your valuable journal all tenders for work in which any striking difference appears, you will eventually succeed in crushing a system calculated, in my opinion, to injure the building community generally, I herewith forward you a specimen of *honest trading*, feeling assured you will, on perusal, agree with me that no proprietor can (after this) be reasonably expected to place faith in professional estimating. I enclose my card. A. B.

Tenders for a new church at Thirtleby, near Thirsk, Yorkshire; Mr. Lamb, architect.

Hammond, Boroughbridge	£995	0	0
Kay, Topcliffe	950	0	0
Biggins, Thirsk	927	0	0
Coates, Osmotherley	849	10	0
Akeroyd, York	750	0	0
Ireson, Stokesly	329	0	0
Ewart, Northallerton	305	0	0

Difference only 690*l.*!

Tenders received by the Corporation of Gravesend, for the erection of new prison cells, &c.; Mr. J. Gould, jun., architect.

	Gross Tender.		Deduction for Old Buildings	Net Tender.		
	£.	s. d.	£.	£.	s. d.	
Mayes	1,491	0 0	47	1,444	0	0
Laker	1,193	0 0	20	1,173	0	0
Wood	1,152	0 0	32	1,100	0	0
Carley*	1,061	0 0	51	1,010	0	0
Kirk	1,109	0 0	110	999	0	0
Godfrey	949	0 0	47	902	0	0
Lilleystone	950	0 0	50	900	0	0
Downs	865	0 0	40	825	0	0
Cobham	839	18 5	50	789	18	5

The architect's estimate was 1,000*l.*, and the majority of the Corporation determined against accepting any tender far below it.

CARPENTERS' HOURS.

MASTERS AND MEN.

There is a dispute now pending between the operative joiners of Liverpool and their employers, respecting the hours of labour during the months of November, December, January, and February. Formerly we worked from light to dark during this period, with a reduction of 2*s.* per week in our wages, which appears to have given satisfaction to both parties until the present time, when our employers are endeavouring to break through our established rules, and alter the hours of labour;—a strong desire being evinced to force upon us what they term the London rules, namely, that we work from six to six o'clock, using torch lights in uninclosed buildings, or otherwise to carry our tools from the building to the shop, and to work there until breakfast time, then back to the building during the day time, and return to the shop in the evening, with an understanding that we are to have summer wages. Such are said to be the London hours of labour. It may be so in what are termed the Jerry shops, where all the cheap novices of the country are employed, who require the assistance of the torch light to enable them to do a fair day's work for a low day's wages, but we cannot believe that the respectable building establishments have adopted such rules. If you will either authenticate this arrangement, or state what are the London hours of labour at the present time, you will much oblige the Liverpool carpenters and joiners.

Liverpool. An Operative.

*** On inquiry we do not find that the arrangement proposed by the Liverpool masters is generally adopted in the larger London establishments. Probably, however, many of the men would be glad if it were, as it would enable them to earn the same wages as in summer, which is not now the case. At Mr. Thomas Cubitt's, men working in the shops and enclosed buildings, where a light can be used, make up the time by candle or gaslight, working from six in the morning till half-past five in the evening. Carpenters, working out of doors, or putting joists in buildings in course of erection, would be paid nine hours per day instead of ten. From 9th of November to 14th February their time is from seven till half-past four, with half-an-hour to dinner; during the dead of winter they can scarcely see to do anything at the commencement and close of day, but are paid for nine hours. The same arrangement is made at Messrs. W. Cubitt and Co.'s., and we believe at Mr. Grissell's. We understand that the men at one of these establishments last week made a request to be allowed to make up the time by candlelight.

DESTRUCTION OF WORKS OF DESIGN.

MR. HOPE'S HOUSE.

Sir,—Some people contend that wanton destruction is no longer perpetrated on works of design or art. Permit me to record the last of several instances which have occurred within my knowledge. About a week since, the workmen completed and left the doorway of my new house, No. 116, Piccadilly: this doorway, with its portico, contains a great deal of elaborate carving and metal-work,—more than I should have adopted had I not been guided by the advice of much-esteemed and very able professional advisers. Last night a metal door-handle was wrenched off and carried away, and force was used to destroy another. These handles had no value except such as belonged to their pattern, and must have been coveted for that, or destroyed from mere wantonness. In either case, this is an instance of the reception given in London to novelties of art manufacture.—I am, Sir, &c., Henry Thos. Hope.

116, Piccadilly, Nov. 28, 1849.

*** We shall be glad if the publicity thus given to this wanton outrage should lead to the discovery of the infamous perpetrator of it.

EXTENSION OF LONDON.

Owing primarily to the establishment of omnibuses, many thousand families of limited income have left the City to reside in the suburbs, which, if they were *suburban villages*, would be indeed advantageous; but as landlords have laid out the ground in small four, six, or eight-roomed tenements, with but small gardens attached to them, this advantage is mostly lost, for thereby has London increased in the present age more horizontally than vertically in proportion to former times (when the great mansions were deserted to be occupied in floors by the inferior orders), causing a proportionally excessive increase in sewerage, gas pipes, water pipes, and above all, instead of concentrating the smoke at the height of 40 feet above the pavement, spreading it out at the height of 20 to 30 feet. Better had it been if large houses, on a more commodious plan than the model St. Pancras one, had been erected in the suburbs (*e. g.* Islington), leaving the City-road bordered by fields as before.

And, indeed, even now, much might be done by throwing the front railings of front gardens back to the house fronts, in long avenues (*e. g.* City-road, Kennington-road, &c.), planting two or three rows of trees on this space between the pavement and the houses, which forms a most agreeable promenade. Unluckily, the

* Accepted.

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